

Urban Design Review Panel Comments and Applicant Response

Urban Design Review Panel Comments

Date:	August 8, 2018	
Time:	2:00 pm	
Panel Members:	Present:	Absent:
	Chad Russill (chair)	Janice Liebe
	Robert LeBlond	Chris Hardwicke
	Eric Toker	Yogeshwar Navagrah
	Jack Vanstone	Amelia Hollingshurst
	Gary Mundy	Terry Klassen
	Ben Bailey	Bruce Nelligan

Advisor: David Down, Chief Urban Designer

Application number: DP2018-2769

Municipal address: 114, 116, 120 3 Av SW, 117 2 Av SW

Community: Chinatown

Project description: Mixed Use Development

Review: Second

File Manager: Dino Civitarese

City Wide Urban Design: Xia Zhang

Applicant: Perkins + Will Architects Canada

Architect: Perkins + Will Architects Canada

Owner:

Ranking: Endorse

Summary

Comments from the Pre-Application review on May 30 2018 have in large part been incorporated into this revised application. Specifically, CRU signage now extends above a single-storey and serves to improve the connection of the towers to the street. A green roof has been added to the hotel tower, and outdoor amenity space on the second storey of the hotel further animates the street.

The Panel supports the mixed pedestrian and controlled vehicle uses of the inner laneway. Applicant is recommended to review how their landscape design can accommodate the drop-off to the hotel and the presence of limited vehicular traffic by establishing clear limits to the internal roadway and preventing misuse of common outdoor spaces by parked cars. Preventative measures such as bollards, transitions, pavement design, and other elements can be used effectively to manage vehicles, while still supporting the vitality of this interior laneway. The roadway design should account for intentional and defined parking to avoid leftover areas. The applicant is encouraged to provide case-studies and successful examples of shared-use laneways to support their application.

Further refinement of barrier-free pedestrian access to the site is recommended.

Other specific design issues related to urban design are described in the following sections. Where no comment is provided, this indicates comments remain unchanged from those of May 30, 2018.

Applicant Response

Given the support for vehicular access to the inner laneway the project is moving forward with the inner lane being a shared roadway between pedestrians and vehicles. Additional landscaping elements including bollards and paving materials have been added to the inner laneway to limit vehicular activity and prevent parking in pedestrian areas. These amendments were included in the responses to the DTR2 package submitted on August 24, 2018.

Please see responses to individual items below in [blue](#).

Summary

(May 30, 2018. PE2018-00913)

This proposed mixed-use development in Chinatown includes ground floor retail, a 12-storey hotel on 2nd Ave and two 28-storey residential towers on 3rd Ave. The Panel believes that the design team has incorporated several urban design features into the plan that will add neighbourhood vibrancy. More specifically, the proposed interior woonerf and the lane with small-scale retail units combined with the


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overall landscape plan are viewed as innovative aspects of the plan that have the potential to create a vibrant pedestrian-oriented shopping experience.

Although the Panel supports many of the proposed design concepts presented in the plan, there are a few urban design issues that could be enhanced to improve the overall quality of the project. One outstanding issue that remains unresolved is the potential +15 connection to the south. Secondly, the elevation (rendering) of the podium along 3rd Ave does not extend the signage & CRU's beyond a very low and small-scale approach. The Panel recommends the signage or materiality of the street level CRU's extend the height of the podiums (3 stories) to animate the street and give presence to the development. Currently the rendering presented shows a commercial scale even smaller than the development on commercial streets in the rest of Chinatown. Other specific design issues related to urban design are described in the following sections.

Urban Vitality			
	Topic	Best Practice	Ranking
1	Retail street diversity	Retail streets encourage pedestrians along sidewalk with a mix and diversity of smaller retail uses. Retail wraps corners of streets. Space for patios and cafe seating is provided.	Support
	UDRP Commentary		
	Applicant Response		
2	Retail street transparency, porosity	Retail street maximizes glazing - 70% and more. Maintains view into and out of retail, avoids display-only windows.	Further Review Recommended
	UDRP Commentary		
	Renderings and precedent images move in this direction; further refinement and details of street-level glazing recommended.		
	Applicant Response		
	Additional enlarged elevations indicating character, glazing and materiality of retail frontage were included as part of the responses to the DTR1 comments, see images below. Further refinement of the retail frontages will continue as the design progresses through into building permit drawings.		

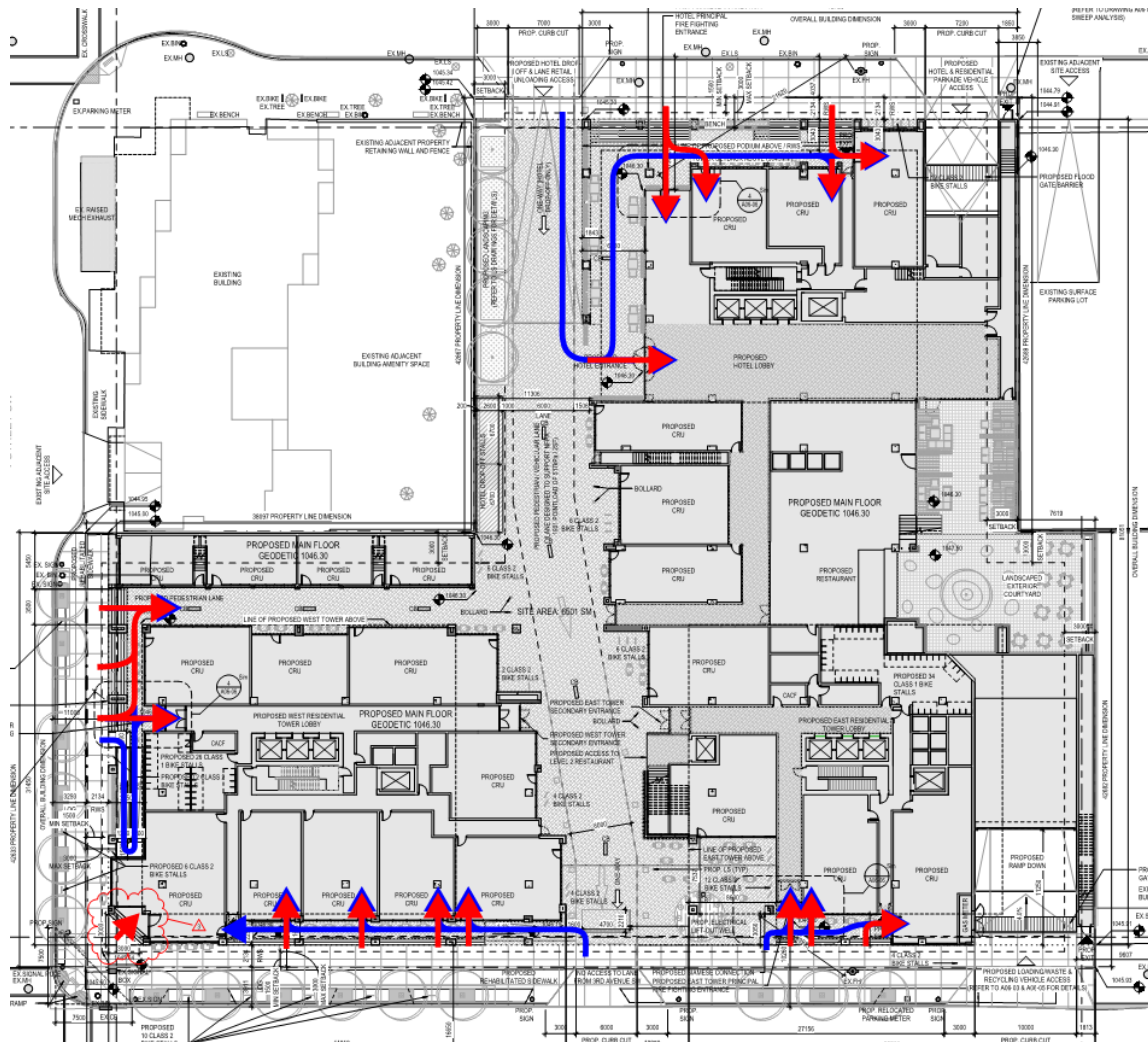
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	 <p>③ ENLARGED PARTIAL NORTH ELEVATION NOT TO SCALE</p>  <p>④ ENLARGED PARTIAL SOUTH ELEVATION NOT TO SCALE</p>															
3	<table><tr><td>Pedestrian-first design</td><td>Sidewalks are continuous on all relevant edges. Materials span driveway entries and parking access points. No drop offs or lay-bys in the pedestrian realm. Street furnishings support the pedestrian experience.</td><td>Further Review Recommended.</td></tr><tr><td colspan="3">UDRP Commentary</td></tr><tr><td colspan="3">Refinement of barrier-free / entry stairs required to facilitate democratic delineation of stairs and ramps. Applicant encouraged to review slopes in an effort to unify barrier free and non-barrier free ramps.</td></tr><tr><td colspan="3">Applicant response</td></tr><tr><td colspan="3">The site's location within the flood fringe area poses a significant challenge related to the required height of the main floor. Particular attention was paid to interface between the project and both 1st St SW and 2nd Ave SW where there is the most significant grade difference between sidewalk and main floor. Where possible, the inner lane was used for barrier free access not only to increase activity within the alley but also to free up the street frontage to allow for benches, street furniture and landscaping elements. At the 1st St SW entrance, the option that best suited the access requirements of the project was through a switchback ramp that runs perpendicular to the street. The entrance to all barrier free ramps have been located as close to the non-barrier free entrances</td></tr></table>	Pedestrian-first design	Sidewalks are continuous on all relevant edges. Materials span driveway entries and parking access points. No drop offs or lay-bys in the pedestrian realm. Street furnishings support the pedestrian experience.	Further Review Recommended.	UDRP Commentary			Refinement of barrier-free / entry stairs required to facilitate democratic delineation of stairs and ramps. Applicant encouraged to review slopes in an effort to unify barrier free and non-barrier free ramps.			Applicant response			The site's location within the flood fringe area poses a significant challenge related to the required height of the main floor. Particular attention was paid to interface between the project and both 1 st St SW and 2 nd Ave SW where there is the most significant grade difference between sidewalk and main floor. Where possible, the inner lane was used for barrier free access not only to increase activity within the alley but also to free up the street frontage to allow for benches, street furniture and landscaping elements. At the 1 st St SW entrance, the option that best suited the access requirements of the project was through a switchback ramp that runs perpendicular to the street. The entrance to all barrier free ramps have been located as close to the non-barrier free entrances		
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as possible. All ramps and barrier free access on site are designed as sloped slabs with slopes no more than 5% to maximize ease of wheelchair access.

As indicated below barrier free access has been provided to each entrance as democratically as possible given the site constraints. Stair access is indicated with red arrows and barrier free access in blue arrows.



4	Entry definition / legibility UDRP Commentary Applicant Response	Entry points are clear and legible Support	
5	Residential multi-level units at grade UDRP Commentary Applicant Response	Inclusion of two or three storey units are encouraged, particularly at street level. Private outdoor patios with access to the sidewalk are ideal. Patios are large enough to permit furnishing and active use. Support	

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6	At grade parking	At grade parking is concealed behind building frontages along public streets.	Support
	UDRP Commentary		
	n/a – no objectionable at-grade parking. Hotel drop-off for guests within shared laneway is supported by the Panel.		
	Applicant Response		
	As supported by the UDRP panel, the project is moving forward with controlled vehicular access for hotel drop-off to the inner lane.		
7	Parking entrances	Ramps are concealed as much as possible. Entrances to parking are located in discrete locations. Driveways to garage entries are minimized, place pedestrian environment and safety first.	Support
	UDRP Commentary		
	Applicant Response		
8	Other		Further Review Recommended
	UDRP Commentary		
	The Panel noted concern about long-term survival for the proposed trees considering environmental conditions and recommends applicant take necessary steps (irrigation, tree cells, etc.) to ensure a healthy tree canopy can be achieved.		
	Applicant Response		
	All trees planted in the city right-of-way will be planted per City of Calgary standards. Trees within the property will be provided with a minimum of 10 cubic metres of soil per tree and irrigated with an underground irrigation system to ensure long term viability.		
Urban Connectivity Provide visual and functional connectivity between buildings and places, ensure connection to existing and future networks. Promote walkability, cycle networks, transit use, pedestrian-first environments.			
Topic		Best Practice	Ranking
9	LRT station connections	Supports LRT use via legible, dedicated pedestrian pathways to stations with direct routes. Avoids desire lines / shortcutting through parking areas.	Further Review Recommended
	UDRP Commentary		
	The nearest LRT station will be the Green Line Station located at 2 nd Avenue / 2 nd Street SW adjacent to Eau Claire. The Chinese Cultural Centre presents a barrier to the natural pedestrian desire lines between the proposed site and this future LRT Station. The proposed application is challenged by this barrier and further exploration is recommended to work together with the City to explore an accessible pathway to improve overall connectivity with the future Greenline.		
	Applicant Response		
	The applicant is in agreement regarding the connectivity issues resulting from the configuration of the Chinese Cultural Center. This issue is a larger urban neighborhood connectivity issue that currently is beyond the scope of this project. Connection to the green line would be a significant benefit to this development and the applicant encourages the city to further investigate options to make this possible.		
10	Regional pathway connections	Supports walking and cycling use via legible and direct connections to the regional pathway network. Avoids desire lines / shortcutting through parking areas.	Further Review Recommended
	UDRP Commentary		
	The Panel recognizes the importance of connecting the site to the Bow River pathway system. The most direct route appears to be along 1 st Street SW which is a designated bikeway. To facilitate		

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	pedestrian flow between the site and the Bow River pathway system, the Panel recommends that the City and applicant review the quality of the pedestrian crossing along the east side of the 1 st Street SW / Riverfront Avenue intersection – Remains unresolved		
	Applicant Response		
	The applicant is in agreement with this comment. This issue is a larger urban neighborhood connectivity issues that currently is beyond the scope of this project. Connection to the river pathway would be a significant benefit to this development and the applicant encourages the city to develop 1 st St SW as a pedestrian friendly promenade connecting downtown to the River pathway system.		
11	Cycle path connections	Supports cycling via intentional, safe urban design connections to pathway systems and ease of access to bicycle storage at grade.	Support
	UDRP Commentary		
	Bicycle storage, racks, and routes should be specifically identified		
	Applicant Response		
	All Bicycle storage and racks have been identified on the site and floor plans.		
12	Walkability - connection to adjacent neighbourhoods / districts / key urban features	Extend existing and provide continuous pedestrian pathways. Extend pedestrian pathway materials across driveways and lanes to emphasize pedestrian use.	Support
	UDRP Commentary		
	The Panel notes strong connectivity and walkability, though believes a +15 connection to the hotel could enhance the overall connectivity of the site and could be explored further.		
	Applicant Response		
	The project site lies beyond the boundary of the current City of Calgary +15 zone. In addition, the City of Calgary +15 policy does not encourage connection to a residential building. The applicant is interested in providing a +15 connection to the Sunlife Towers to the south and have accommodated a connection in the current design if the +15 policy were to be updated in the future.		
13	Pathways through site	Provide pathways through the site along desire lines to connect amenities within and beyond the site boundaries.	Support
	UDRP Commentary		
	Applicant Response		
14	Open space networks and park systems	Connects and extends existing systems and patterns.	Support
	UDRP Commentary		
	Applicant Response		
15	Views and vistas	Designed to enhance views to natural areas and urban landmarks.	Support
	UDRP Commentary		
	Applicant Response		

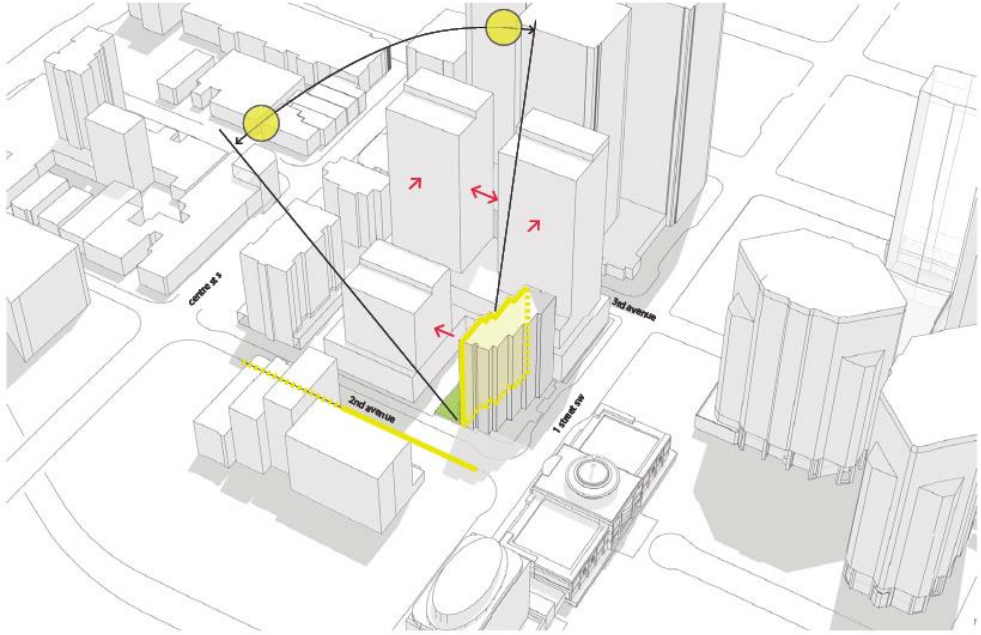
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16	Vehicular interface		Support
	UDRP Commentary		
	Applicant Response		
17	Other		
	Applicant Response		
	Contextual Response <i>Optimize built form with respect to mass, spacing and placement on site in consideration to adjacent uses, heights and densities</i>		
	Topic	Best Practice	Ranking
18	Massing relationship to context	Relationship to adjacent properties is sympathetic	Support
	UDRP Commentary		
	The Panel believes that the massing relationship to the adjacent buildings is appropriate for the area and provides a good transition to the more pedestrian focused 2 nd Avenue. Alleyways, look-throughs and deep courtyard create strong project porosity.		
	Applicant Response		
19	Massing impacts on sun shade	Sun shade impacts minimized on public realm and adjacent sites	Further Review Required
	UDRP Commentary		
	Provide additional detail on any shading of public open spaces; while the impact is minimal on Sien Lok Park, this is a notable public space.		
	Applicant Response		
	Extensive sun shading studies have been undertaken and the impacts have been coordinated with the Parks, Urban Design and CPAG team. The CPAG team has approved the minor shading implications caused to the surrounding public areas by this project.		
20	Massing orientation to street edges	Building form relates / is oriented to the streets on which it fronts.	Support
	UDRP Commentary		
	Applicant Response		
21	Massing distribution on site		Support
	UDRP Commentary		
	Panel supports the overall Architectural design of the project and massing distribution on the site.		
	Applicant Response		
22	Massing contribution to public realm at grade	Building form contributes to a comfortable pedestrian realm at grade	Support
	UDRP Commentary		
	Applicant Response		

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23	Other		
	Applicant Response		
	Safety and Diversity <i>Promote design that accommodates the broadest range of users and uses. Achieve a sense of comfort and security at all times.</i>		
	Topic	Best Practice	Ranking
24	Safety and security	CPTED principles are to be employed - good overlook, appropriate lighting, good view lines, glazing in lobbies and entrances.	TBD
	UDRP Commentary		
	Applicant Response		
25	Pedestrian level comfort - wind	Incorporate strategies to block wind, particularly prevailing wind and downdrafts. Test assumptions and responses via Pedestrian Level Wind Analysis. Particular attention to winter conditions.	TBD
	UDRP Commentary		
	No wind studies were presented. Analysis should focus on pedestrian comfort in the laneway and at site edges.		
	Applicant Response		
	Best practice strategies have been implemented to reduce wind impact on pedestrian realm. Further studies will be undertaken as needed as the design progresses.		
26	Pedestrian level comfort - snow	Incorporate strategies to prevent snow drifting. Test assumptions and responses via Snow Drifting Analysis. Particular attention to winter conditions.	TBD
	UDRP Commentary		
	No snow drifting studies were presented. Analysis should focus on pedestrian comfort in the laneway and at site edges.		
	Applicant Response		
	Best practice strategies have been implemented to reduce snow drifting on pedestrian realm. Further studies will be undertaken as needed as the design progresses.		
27	Weather protection	Weather protection is encouraged at principal entrances. Continuous weather protection is encouraged along retail / mixed used frontages.	TBD
	UDRP Commentary		
	The applications proposes an intentional eclectic style of signage, which provides flexibility in design via projecting, extruded, linear, and awning typologies. This will influence the degree of weather protection at the CRU entrances.		
	Applicant Response		
	Signage and canopy will be determined by individual tenant. Signage and canopy designs will be required to ensure adequate weather protection.		

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28	Night time design		Further Review Recommended
	UDRP Commentary		
	The Panel noted the pedestrian lighting around the 3 rd Avenue entrance to the woonerf and would recommend that additional pedestrian lighting be provided at entry points to the site. It supports the overhead catenary lighting, not requiring poles in an already narrow space.		
	Applicant Response		
	Lighting poles have been provided at entrances to the inner lane which act as cultural wayfinding elements, a gateway to the development and light poles to increase illumination levels at the woonerf entrances. Further development of the design of these elements will continue through the design of the project.		
29	Barrier free design	Site access to be equal for able and disabled individuals. Provide sloped surfaces 5% grade or less vs ramps.	Further Review Recommended
	UDRP Commentary		
	The site is within the flood fringe and this has presented some challenges in terms of the grade differential between the ground floor of the site and the adjacent pedestrian zone. Although the applicant has indicated that the site has been designed to be accessible from all sides, the details of the ramps and slopes have not been provided and should be reviewed at the next stage of the application process. This remains outstanding and unresolved		
	Applicant Response		
	See response to item 3		
30	Winter city	Maximize exposure to sunshine for public areas through orientation, massing. Design public realm that supports winter activity.	TBD
	UDRP Commentary		
	Applicant Response		
	Building massing was designed to maximize sun exposure to the through block connection, north side of 2 nd Ave SW and the adjacent Wai Kwan Manor outdoor amenity space. See massing diagram below.		
			

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31	Other		
	Applicant Response		
Service / Utility Design <i>Promote design that accommodates service uses in functional and unobtrusive manner. Place service uses away from and out of sight of pedestrian areas where possible. Screening elements to be substantive and sympathetic to the building architecture.</i>			
Topic		Commentary	Ranking
32	(specify)		TBD